2017 State Transportation Plan

Internal Steering Committee
Meeting 2
October 19, 2015

IOWA DOT
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Status Review

- ISC meeting 1 summary
- Public input tool RFB
- Action Plan Focus Group
  - Added maintenance and district participation
  - First meeting scheduled for 11/12/15

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Visioning Discussion

- This will be an ongoing discussion – we aren't going to figure it all out today
- Don't be afraid to get out of your comfort zone and participate
- Be willing to disagree and offer counterpoints
- Don't be constrained by current expectations. Think about what the transportation system should look like in the future.
  - Focus on the broader picture, not project level
  - This conversation will help provide direction as we begin to drill down from a broad vision to a specific action plan

| Vision | Investment Areas | Strategies | Investments/ Projects |

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Q1: How does your vision for the transportation system in 2045 differ from what exists today?

- Background/context
  - Trends from 2012 Iowa in Motion
  - Technological changes

| Vision | Investment Areas | Strategies | Investments/ Projects |

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Demographic Trends

- Iowa's population is growing at a slow pace, but is expected to increase to 3.5 million in 2040
- Iowa's population growth is not uniform throughout the state, and is expected to continue to urbanize
- Iowa's population is aging and becoming more diverse

Projected percent change in population age groups, 2010-2040
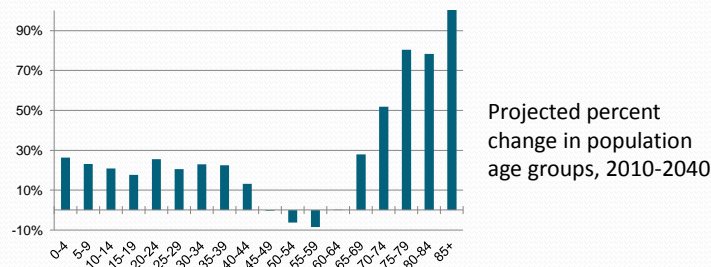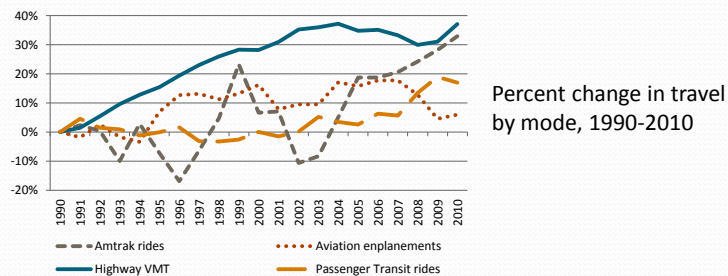
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Economic Trends

- Total employment in Iowa is expected to increase slowly
- Iowa's traditional employment sectors have changed
- Projections for 2040 suggest that the number of farm jobs will decrease, manufacturing jobs will remain relatively stable, and jobs in other areas, such as health care and services, will increase

Iowa employment by sector, 1980-2040
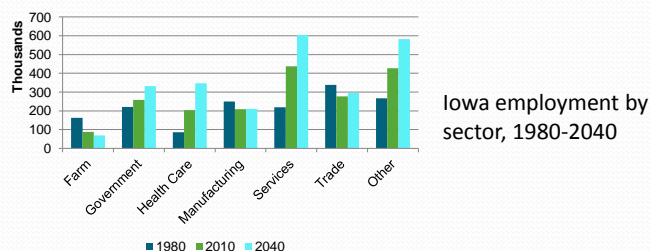
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Passenger Trends

- Iowans are traveling more, but passenger travel is not uniform across all modes of transportation
- The number of vehicles per household has increased
- Average travel time to work has increased, but Iowans still have one of the lowest average commute times nationally, and most Iowans drive to work alone

Percent change in travel by mode, 1990-2010

Amtrak rides · Aviation enplanements · Highway VMT · Passenger Transit rides

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Freight Trends

- The majority of freight in Iowa is moved by truck
- Iowa freight will increase across modes, but will be concentrated among truck and rail. Of the total increase in tonnage from 2010-2040, 92.2% is forecast to be carried by truck and 4.4% by rail.
- As value-added production increases in Iowa, freight movements will also increase
- Iowa exports to other states and countries will continue to increase

Large truck VMT by jurisdiction, 1980-2040

Primary · Secondary · Municipal
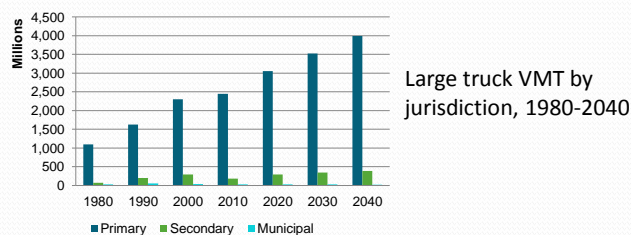
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Technological Changes

- Collection and use of big data and embedded analytics
- Integration of technology across the system to allow for dynamic response to conditions and events
- Connected and autonomous vehicles
- Energy industry changes, including production of alternative fuels, manufacturing of industry components, and use of alternative fuel technology in vehicles across modes
- Increasing availability of on-board technology across modes
- Use of technology and apps for non-personal automobile travel, such as ridesharing services and transit trip planners

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Q1: How does your vision for the transportation system in 2045 differ from what exists today?

- Think multimodal
- Don't constrain discussion due to funding limitations
- Broad categories to consider
  - State's role in transportation system
  - Changes in the way we travel
  - Changes in the system's infrastructure and how it is operated

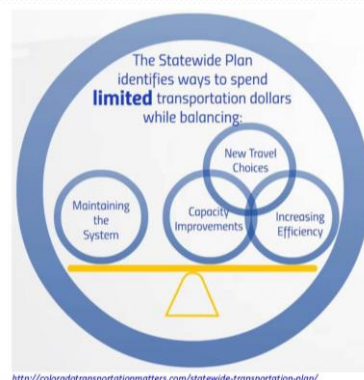| Vision | Investment Areas | Strategies | Investments/ Projects |

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Discussion starters

In 2045…

- Has the State's role in transportation changed?
- How are we traveling? Are automobiles still the dominant form of transportation? Do most people still drive to work alone?
- What kind of changes have occurred for the average trip in each mode?
- Is traveling safer? How close have we gotten to zero fatalities?
- What's most important attribute to transportation system users? Time? Safety? Speed? Distance? Convenience?
- What does our transportation system look like?
  - How does the highway network compare to today's network?
  - Are there more or fewer airports? Have aviation needs changed?
  - Are there bicycle accommodations throughout the system?
  - Are there more public transit options? Is service provided differently?
  - Have rail lines added capacity?
  - Has passenger rail service been expanded?
  - Have we added intermodal facilities?

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Q2: What investment areas need to be considered in the system vision?

- What investment areas need to be balanced in order to support the system we need in 2045?
- Are there additional categories to consider, or categories that need to be further refined?

The Statewide Plan identifies ways to spend **limited** transportation dollars while balancing:

New Travel Choices

Maintaining the System

Capacity Improvements

Increasing Efficiency

http://coloradotransportationmatters.com/statewide-transportation-plan/

| Vision | Investment Areas | Strategies | Investments/ Projects |

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Q3: Within these investment areas, what strategies and actions should be considered?

- What are we doing now that we need to continue or expand?
- What are we doing that we need to change or discontinue?
- What do we need to start doing?

Vision	Investment Areas	Strategies	Investments/ Projects

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What are we doing now that we need to continue or expand?

What are we doing that we need to change or discontinue?

What do we need to start doing?

Example strategies

Maintain the system/state of good repair
- Asset data inventory
- Analysis/prioritization tools
- Transportation asset management
- Safety improvements
- ADA compliance improvements
- Access management

Provide new travel choices
- Ridesharing tools
- Park and ride system development
- Interregional/commuter transit
- Complete Streets policy
- Bike/ped accommodations

Increase system efficiency
- Communications/surveillance network
- Traveler/vehicle information
- Incident management
- Traffic control
- Transportation Operations Center
- Freight/OSOW network

Right-size the system
- Transfer of jurisdiction
- Traditional capacity improvements
- Super-2 improvements
- Managed lanes (HOV, bus, truck-only)
- Facility abandonment

Vision	Investment Areas	Strategies	Investments/ Projects

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Action Items/Next Steps

- Begin crafting internal system vision
- Begin developing outreach materials to gather public input for the system vision

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